

In Jakarta's Urban Villages, Women Are Moving Mobility Forward

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The women of RW 01 Sunter Jaya, an urban village in Jakarta, which has great potential to be a walkable neighborhood.
Photos: ITDP Indonesia

In Indonesia, a *kampung kota* (urban village) is a compact, mixed-use neighborhood within the larger city. These neighborhoods, made up of everyday working people, sit between skyscrapers, elite and middle-class residences, and commercial buildings. *Kampung* roads often connect one main road to another. As a result, motorcyclists use *kampung* roads as a shortcut to reach their destinations. They often ride on sidewalks and disrupt people in the village. If designed properly, however, motorcyclists' paths could become the backbone of a new urban mobilization system.

ITDP Indonesia was looking for a demonstration project to show how the smallest neighborhoods could, by using the principles of transit-oriented development, transform into a walkable environment. Earlier this year, we traveled to three *kampungs*: RW 01 Sunter Jaya (North Jakarta), RW 01 Cikini (Center Jakarta), and RW 05 Mampang Prapatan (South Jakarta)—RW is a numbered district which has a local leader and represents government administration in a smaller area. These *kampungs* were on the list of Program *Kampung Iklim* (Climate Urban Village Program), a program organized by the Ministry of Environment to reduce emission in cities.

RW 01 Sunter Jaya, located near one of the biggest lakes in Jakarta, has the potential to be a walkable ecotourism destination. RW 01 Cikini, located in the heart of Jakarta's historical center, has the potential to be a walkable neighborhood for history and art lovers. And, RW 05 Mampang Prapatan, located in one of the busiest areas in South Jakarta, has the potential to be a child-friendly *kampung* because of its proximity to a school.

We met with groups of men and women, and discussed issues of neighborhood access, safety, and public transportation. They expressed concern about pedestrian safety—especially for the elderly and children affected by the motorcycle activity—a lack of sidewalks, public transportation, and bike facilities. A group of senior citizens echoed these concerns with requests for more benches and places to socialize.

We also asked 200 households to complete a travel diary for one week. After collecting the data, we listed the top three

concerns based on their gender group. The main concerns for women were the absence of sidewalks, unsafe alleys for children, and inadequate public transportation and bike parking. Men cited congestion in the main road, unsafe intersections, and a truck route through the kampung.

The travel diary provided information about transportation preferences. Walking is the most popular way to get around within the neighborhood. Women, seniors, and children chose walking and cycling. Men mostly chose motorcycles, especially for work or travel outside the neighborhood. We learned that most women stay more than 12 hours inside the neighborhood, have domestic activities within a kampung and most of them get around by walking.

As a way to get precise locations for specific issues, we asked Kampung women to share their knowledge through participatory mapping—the creation of maps by the local community— with the support of UN Women and a facilitator. The process began by defining what makes a street safe. In this stage, women listed things that can affect pedestrian safety. Divided into groups, women put colored dots on a map to show the safety levels of various streets.

Based on this data, we analyzed and remapped the neighborhood. For Indonesians, a “tourist neighborhood” or Kampung Wisata is a popular concept for the kampung as they believe it can generate the local economy of their neighborhood. The women spend more time in the urban village area, so they can see various kind of opportunities and uniqueness of the neighborhood. They are very excited to provide heterogeneous foods and handicraft items made from recycled materials and urban farming tools and activities.



Left: ITDP Indonesia staff meet with the women's community group to plan improvements to their neighborhood. Right: a local woman cycles through the streets of her urban village. Photos: ITDP Indonesia



We also spoke again with the men. This time we shared the stories of their wives, parents, and children. This persuaded them to shift from riding motorcycles to walking. It also helped them to see the importance of giving priority to pedestrians. Along with the storytelling process, we discussed

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Transport Access for Women

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the most vulnerable road users.

ITDP and partners are working to ensure that this is a BRT system that takes into account the needs of women, children, the elderly, and people with disabilities. For society to grow and thrive, women in Cairo and beyond must have convenient, affordable, and safe options to access their cities' resources and opportunities.

Mexico City's Buses

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by traffic conditions. ITDP will consider including driver input and loading levels in future studies. A key part of this process will be translating the data into useful indicators for the people in charge of the day-to-day management and operation of the routes.

Through this experiment, ITDP learned that even a simple monitoring device can have a huge impact on the safety and efficiency of public transport systems. Ride-hailing companies already take advantage of this technology. These companies have been very successful in efficiently matching users and drivers, but they prioritize single vehicle trips, which could have adverse effects in terms of pollution and congestion. It is clear technology can play a key role in improving performance and reducing emissions. Can cities and public transport providers use these tools to improve the long-term sustainability and equity of our urban transport systems? It depends on whether collective modes of transport can become a viable and competitive option to traveling alone. These results prove that successful integration of technology will be key to improving transit service for millions of urban residents.

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strategies for safer streets and better mobility, such as improved lighting, street safety designs, improving public transport service, and creating walking tours. These all have a much greater chance of success with local support, especially women who know their community so well. Women's groups are critical, as they are also advocates for vulnerable community members. In Jakarta, women are transforming former motorcycle routes into walkable streets to gather, work, and play. The Kampung project underscores how powerful women are in the planning of new urban mobility systems. ITDP Indonesia looks forward to our next step: training government officials to replicate our tools and methods for more neighborhoods in Jakarta.

India Program

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for municipal corporations across the country. The Chennai Corporation, for instance, stands to gain 550 million rupees per year if it charges for about 12,000 ECS (equivalent car spaces) of parking—a whopping 110 times increase.

The ITDP India Program raised this issue with several municipal corporations. In response, the Pune administration implemented a paid parking system. Ranchi's pilot parking management project, on the city's arterial MG Road stretch, led to a 12-fold monthly increase in parking revenue. Spurred by the revenue spike, the state of Jharkhand (of which Ranchi is the capital) passed parking regulations statewide.

END GOAL: BETTER STREETS, BETTER CITIES, AND BETTER LIVES

After 20 years of working with local and state governments, the ITDP India Program has achieved widespread reform, including urban mobility policies in states like Maharashtra and Jharkhand; a transit-oriented development policy in Jharkhand; and the Sustainable Cities Through Transport initiative and the Smart Cities through Smart Streets program in Tamil Nadu.

Today, Indian cities find themselves at a crossroads. One path leads to a future where infrastructure fails to deliver and people are constantly trapped in traffic and battle pollution daily. The ITDP India Program looks toward a sustainable future where generations can walk, cycle, and zip around cities on public transit. It is committed to better streets, better cities, and better lives.